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OUTPORTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
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Hongkong, 17th May, 1906.

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The Daily Press.

HONGKONG, MAY 23RD, 1906.

How injuriously a gigantic association may
affect a nation when uncontrolled by
countervailing laws, and assisted by the
financial help of a powerful Government,
such as that of the United States, may be
seen from a glance at the recent report of
the United States Steel Corporation. Most
successful of all the "trusts" which have
been started on the American continent the
Steel Corporation has succeeded in getting
into its hands, either directly or through
the medium of subsidiary companies, the
entire control of the iron production of the
United States; and permits no private
interference with its prerogative—and this
control extends not only to the production
of the raw material but to its manufacture
into the finished product; so that the
selling price of iron and steel in the
United States is as inflexibly fixed by the
Corporation as are the laws of Government
and legislature. It is therefore by no means difficult to understand why a strong ruler like Theodore Roosevelt should already have begun to see in the
uncontrolled association the elements of future danger to the state; and to have been actively urging the necessity of subordinating them to the laws of the land, which to a considerable extent they already set at naught, or materially influence to their own pecuniary advantage.

It is not, however, in their relations to the United States that the doings of the Steel Trust so much interest the British Empire, as in their effect on British trade in general, and as an indication of what the financial policy of a powerful state may do to modify the commerce of

the world. When the United States declared for protection pure and undiluted, and the celebrated "McKinley Tariff" became the law of the land, "trusts" of the present character were only in embryo, and their formation formed no portion of the programme of the protectionists. In the close and unwholesome atmosphere encouraged by the new tariff they, however, sprung naturally from the soil. The intention of the tariff was avowedly to close the markets of the United States to the manufactured products of the rest of the world, and this, except in the case of luxuries, they undoubtedly did. But the same tariff which closed the United States markets to the manufactures of Europe, it was soon seen, would also close the markets of Europe to American manufactured goods owing to their necessarily enhanced cost of production. It was beyond the abilities of individual manufacturers to overcome the difficulty; and the situation naturally suggested the utility of combination. The home market was secure: so long as the Tariff lasted no foreign competition was to be feared; and it would be a comparatively easy thing to persuade the home manufacturers that in combination as opposed to competition lay the road to unlimited profits. The Tariff was persistently protective as regarded the home manufacturer, but it omitted the equally important element of protecting the home consumer, who found that he had now to carry the latter on his shoulder. It is true that combinations of the sort carry within themselves the seeds of dissolution, and most of them collapsed; but a few, piloted by more resolute men, or more favoured by external conditions, contrived to survive the difficulties of infancy, and of these the most remarkable was the Steel Trust. The iron industry of the United States was to a not inconsiderable extent favoured by nature; while the easily accessible deposits of Europe had long been exhausted, those in the States lay on the surface, and enormous deposits of coal lay even more conveniently at hand than in the older countries. The increase of population and the opening up of the country required an enormous production, but great as that was, the amount of ore actually in sight was more than sufficient to meet all demands for years, or even centuries to come. The problem arose to the ambitious manipulators of the Trust; could they not compete for the market of the world? The report for 1905, as summarised in *Engineering*, throws some light on the result:

The record for the year was unique. The output of the furnaces (pig iron, &c.) was upwards of ten million tons, as compared with a little over seven and a quarter the previous year, and the steel ingot production was close on twelve million tons, as compared with eight and a half the previous year. The "production", adds the summary, "in practically all departments exceeded very materially all previous records: the remark applies to the iron ore, the coal and the coke departments, as well as to the traffic handled by the transportation lines". The amount of profit earned on this gigantic output was \$120,000,000 (twenty-four millions sterling), or equal to the revenues of any but the eight principle nations of the world. Of necessity for its existence the Steel Trust has all along been a militant organisation, and its enormous revenue, formidable even amongst independent states, has enabled it to take the field against all private organisations however well equipped.

The management make no concealment with regard to this, and looking at it from their point of view their reasoning is well founded. "It is," says the summary, "the policy of manufacturers to keep the furnaces, mills, and transportation companies in operation to their full capacity whenever practicable. Obviously this is wise. It results in lower cost of production, and therefore influences lower prices generally to the domestic purchaser; and it secures continuous employment to the wage earner. For these reasons it is sometimes deemed proper and desirable to sell for export at prices lower than domestic prices; what would otherwise be surplus products. If a contrary policy should be adopted, the general cost of production would be increased, the employees would at times be idle, and balance of trade between foreign countries and this country would be changed to the prejudice of the latter." Now, of course, looking at the affair as a mere matter of business this is all right, and as such we have no cause to call the Trust hard names; but as concerns ourselves and our profits and industries we have an equal right to take care of ourselves. More than this; from an international and perfectly friendly point of view it becomes our duty to see

that the interests of our own nationals are not prejudiced by what cannot be considered as equal competition. When we come to look closer into the financial aspect of the question, it will become evident that this unfair competition, which enables goods of American make to be dumped in the United Kingdom at rates actually in cases below cost price, and always at lower rates than the same identical goods are supplied to the people of America themselves, is brought about by the direct support given to the Trust by the high duties charged on British goods on their entrance into the States. This is a question, it will be seen, quite independent of the relative merits of Free Trade and Protection. Of the benefits of free trade there can be no doubt; but free trade alone can be converted into the worst form of protection, so bad as to actually bar the manufacture of goods in England. If it should be in fair trade impossible that we should be able to compete with our neighbours in any commodity, then reason would indicate that its manufacture should pass into other hands; but such is not the present case. The position comparatively of British goods in their own market in comparison with American goods of the same class is solely due to protective tariff making it possible to overcharge consumers in the United States; and this enables for quite different ends the manufacturer of surplus products, which can thus at reduced rates, frequently under the actual cost of production, be shipped to British ports. The occurrence as a rule of this method of forcing a market has generally been denied by our modern Cobdenites; but the native acknowledgement of the Steel Trust shows that it has become part of its regular business. Experience teaches us that when once an industry has been compelled to leave a country, it requires little short of a miracle to reintroduce it. Yet this is the condition in which we find many of our once leading industries.

The Court of Cassation in Paris has commenced the examination of the Dréfus affair. The Indo-Chinois announces that the Boy of Tunis is dead, and that Mohammed al Nasir succeeds him.

The report of a meeting between the Tsar and the Kaiser at the end of the month, is saye *L'Avant du Tonkin*, not confirmed.

The total number of plague cases to noon yesterday was 544, the last daily addition being fourteen cases, seven of which were fatal.

We understand that upward of two hundred summonses in connection with the disorderly nuisance have been issued, and that the cases will be heard at the Magistracy some time this week.

Tokyo newspapers announce that Switzerland has decided to open a Legation in Tokyo, and that Dr. Paul Ritter, now Consul-General for Switzerland in Yokohama, is to be the first Minister.

L'Aspirer du Tonkin publishes a telegram to the effect that the Kaiser's soldiers operating in German territory in South Africa pursued Morengas into British territory. The British authorities have protested.

A Chinese schoolboy, about fourteen years of age, who was said to be a good swimmer, went in for a bathe off the Commissariat pier on Monday afternoon. When some distance away he called out "Save life," and two soldiers who were watching from the pier dived in to his assistance. Before they could reach him, however, he sank, and his body has not yet been recovered.

It is not necessary to lunch at Claridge's to hear Plato explained and expounded in a course of eight lectures by Dr. Emil Roth. That may—or may not—be a wholly delightful experience—but a shorter catechism has been thoughtfully provided by Mr. A. E. W. Mason in his maiden speech in the House of Commons. The author speaks of a young lady at a high school who described platonic love as a "rapprochement" in which she did not know what he meant, and he did not mean it."

A new Japanese fire insurance company has been formed in Tokyo on a co-operative basis. The terms are that 5 per cent. of the net profits having been set aside as the legal reserve, and 10 per cent. as rewards to officers, a dividend of 6 per cent. will be paid to the shareholders, after which 20 per cent. of the remainder will be paid back to the policy-holders and 80 per cent. will be employed for a further dividend, for special reserves and for carrying over. The capital of the company is 500,000 yen and all the shares have been subscribed.

The Bishop of Portoria, in an article in the *Mission Field*, says he cannot honestly say what are the objections to Chinese labour, which so many people in England seem to hold. "There is not enough unskilled native labour in the country," he says, "to do all that is required on the land and in the mines and to take of slavery is absolutely wrong. It has, however, I suppose, served its purpose as a party object. Nobody in this country wished for such labour. It was simply a matter of trying to get the country on its legs again after all the devastation of over three years' war."

The Saigon police have arrested a European for complicity with an Ammonite band of robbers. He furnished the pirates with arms and co-operated with them in their expeditions. When the police approached the men they were received with shots, and a number of the band succeeded in making their escape.

The return of visitors to the City Hall Library and Museum for the week ending the 20th May, 1906, shows that of non-Chinese there were 311 in the Library and 123 to the Museum; and of Chinese 122 to the former and 7,125 to the latter. The Library was, therefore, used by 433 persons, and the Museum by 7,248.

The Rangoon Municipality is offering two annas for every rat or mouse caught in Rangoon. The notice says, "If rats are found dead or dying in any premises it is a sign that they have plague, and information should at once be sent to the Health Officer; the premises should be thoroughly disinfected and rats and mice exterminated, otherwise the inmate will probably contract plague."

In Saigon the persistent rise of the dollar is causing some dissatisfaction, and those in receipt of wages and of salaries—the French journal draws a nice distinction—complain that their remuneration is calculated on the franc basis, which does not benefit them when they have to purchase commodities with piastres. The high dollar, with its approaching stabilisation, only advantages the merchants, and acts to the prejudice of consumers. To obviate this it is suggested that those interested should amalgamate to secure that all goods should be sold on the franc basis.

The Chinaman coolies employed on the railways as a rule listless and apparently lazy. One method of escaping muscular effort in handling a shovel in track grading that seems to be very popular is a chain attachment to the shovel handle near the blade. One coolie raises the shovel and drops it into the gravel or dirt while another at the end of the chain pulls forward the shovel blade, usually only partially filled with earth, to the desired place. This device for lazy workmen appears to be a recognised feature of the prevailing method of railroad maintenance. It constituted, in fact, a toy hand-cop.

The finger-print system for the identification of soldiers having been adopted by the United States War Department, all military posts are being equipped with the apparatus for recording the imprints. Similar equipment is to be supplied to recruiting stations and military hospitals. The War Department adopted the system after a careful investigation into means of identification by a special board appointed for the purpose, and after they had examined the matter in all its bearings they came to the conclusion that the finger-print system used by the military in India and by the police in many American cities was far superior to the Bertillon system of measurements.

Visions of romantic duplicity like that of Sir A. Conan Doyle's "Man with the Twisted Lip" arise on first reading of the statement by the secretary of the London Mondropic Society that at least £100,000 is given away in London every year. But they fade instantly before the news that £1 a week is a record for beggars' gains, and that the average is a paltry five shillings a day. It is a pleasant surprise in this way to learn that beggars are very seldom criminals as well, and that even a pickpocket is rarely found in their ranks. On the other hand, there is Sir Eric Buchanan's testimony that after two or three years' constant investigation of kerbstones paths he has met not a single drowning case. So the mendicant emerges but a sorry *drawalit* persona from it all—petty alike in guilt and gains.

At last modern invention has begun to grapple with the task of bringing the primitive method of launching a boat from a ship's side at sea to a condition more worthy of the twentieth century. The present system clumsy in fine weather, and one of deadly peril in storm, when the launching of the ship's lifeboat reaches its highest necessity, has been described as "a disgrace to marine engineering". M. Weilin, a Swedish engineer, has made an effort to remove the reproach. His apparatus, which has been subjected to many practical tests, consists of a hinge arrangement in the "chock" or the drawing of a bolt sets them free and permits the boat to glide outward, while those are horizontal arms to keep the boat from crashing against the ship's side. As passengers and crew can be got into it before it leaves the chocks, the boat can be got clear immediately upon touching water, which removes another of the great dangers of shipwreck.

At 4.00 p.m. Black Drum hoisted. The typhoon appears to be near the coast about 100 miles E. of Hongkong and probably recurring to the N.E. At 11.30 a.m. The barometer is rising slowly in Hongkong, and falling at the Formosa stations. The typhoon is probably near Swatow and progressing slowly towards N.E.

Pressure has increased and is relatively high in N. China.

Bad weather may be expected in the Formosa Channel, and fresh W. and S.W. over the N. part of the China Sea.

Forecast:—Moderate W. winds; fair.

TELEGRAAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE SIMPLON TUNNEL.

*LONDON, May 21st.

The King of Italy has formally opened the Simplon Tunnel.

This formal opening seems to have been delayed by various causes, as trains were reported to be running in January. Full particulars were given in the *Daily Press* of March 3rd.

TO VISIT CRONSTADT.

*LONDON, May 21st.

The report that the Channel fleet are to visit Cronstadt in July is confirmed.

DISASTER IN MICHIGAN.

*LONDON, May 21st.

Forest fires have devastated a hundred miles of Michigan, destroying ten small towns.

FLOODS IN NORTH BRITAIN.

*LONDON, May 21st.

Large tracts in the north of England are flooded.

THE AFRICAN REBELLION.

*LONDON, May 21st.

The officers charged with the task of suppressing the native rising in Natal, Mackenzie, Mansel, and Barker, have concentrated their forces in the neighbourhood of Cetewayo's grave. Sharp fighting is reported; and it is hoped there to make an end.

POLITICAL CRISIS IN PORTUGAL.

*LONDON, May 21st.

Dr. Franco is the Premier of the new Portuguese Cabinet.

["Delivery delayed.]

REUTER'S SERVICE.

THE UNITED STATES RAILWAY RATE BILL.

*LONDON, May 20th.

The Senate has passed the Railway Rate Bill, with some amendments, chiefly providing for the ratification of the decisions of the interstate Commerce Commission, by the law courts, against which President Roosevelt has long fought.

THE HAGUE PEACE CONFERENCE.

*LONDON, May 20th.

It is practically settled that the Peace Conference will not meet before May, 1907.

THE NATIVE TROUBLE IN NATAL.

*LONDON, May 20th.

A Zulu rebel messenger has informed a British officer that Sigmunda, and other important chiefs, are anxious to surrender, being much impressed by the military operations. Native women, who have surrendered, say that the plums of the natives have been upset by the energy shown by the British.

"P. & O." NOTES.

This Company is sending two steamers direct to Marseilles and London during June. The s.s. *Dongola*, leaving with the mails on the 16th June, proceeds through without transhipment, and the *Arcadia*, leaving a fortnight later, also proceeds through.

The s.s. *Moldavia*, 9,500 tons, one of the largest vessels of this fleet, is to be learned, coming to these waters in July, returning to Bombay early in August. This will give the travelling public an opportunity of inspecting one of the finest specimens of marine architecture to be seen East of Suez.

The P. & O. Co. are now advertising their intermediate departures from London during the autumn, which include two new vessels, the *Nile* and *Namur*.

Nile 7,000 tons leaves London 18th August

Namur 5,000 " do 1st September

Sardinia 5,000 " do 15th October

Sabrina 7,000 " do 13th November

THE HONGKONG DAILY PRESS. WEDNESDAY, MAY 23RD, 1906.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only implied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (THURSDAY), the 24th instant, VICTORIA DAY, By Order,

A. R. LOWE,
Secretary.

Hongkong, 23rd May, 1906. [1122]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE.

M. R. ENOS SETH has This Day been appointed ACTING SECRETARY of the above Company.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd May 1906. [1123]

SITUATION WANTED.

BY A GENTLEMAN having a thorough knowledge of Bookkeeping, Insurance, Import and Export.

Apply by letter to "A. C." Care of "Daily Press" Office, Hongkong, 23rd May 1906. [1124]

TO LET.

SEMI DETACHED VILLAS, with Five Big Rooms, in Garden Road, Kowloon near the Ferry Wharf. Electric Fixtures laid on. Rent exceptionally low.

Apply to H. RUTTONJEE,

No. 5, D'Aguilar Street, Hongkong, or No. 37, Elgin Road, Kowloon.

Hongkong, 23rd May 1906. [1125]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell for Account of the Concerned at his Residence, No. 6, Granville Road, Kowloon, On SATURDAY,

the 26th May, 1906, at 2.30 P.M.,

Comprising—IRON BEDSTEAD, WARDROBES WITH BEVELLED GLASS, DRESSING TABLES, WASHING STANDS, SIDEBOARD, HATSTAND, SOFA, CHAIRS, DINING TABLES, COOKING STOVES, TOILET SET, CURTAINS, BAMBOO BLINDS, GLASSWARE, CROCKERY, &c. &c.

Catalogues will be issued.

On View from Friday, 25th May.

TERMS.—As usual.

F. KIENE,
Auctioneer.
Hongkong, 23rd May, 1906. [1121]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M. R. GEO. P. LAMMERT has received instructions to sell by Public Auction.

On WEDNESDAY,

the 30th day of May, 1906, at 8 A.M., at his SALES ROOMS, Duddell Street, the following

VALUABLE LEASEHOLD PROPERTY, Situated at Victoria in the Colony of Hongkong, namely, all that place or part of ground situated at Victoria aforementioned, registered in the Land Office as Island Lot No. 796, Area 40,000 square feet or thereabouts: Terms 999 years.

Annual Crown Rent \$324— together with all the messures thereto known as Nos. 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224 and 226, Third Street, Victoria aforesaid.

For further particulars and conditions of sale apply to

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zetland Street, ON THURSDAY (WEDNESDAY), the 23rd May, 1906, at 2.30 P.M., A QUANTITY OF FURNITURE, COMPRISING—

BEDSTEADS, WARDROBES, OVER-MANTELS, LEATHER SUITE (Sitting-Room), CHAIRS, DESKS, GLASSWARE, COOKING STOVES, ICEBOXES, CAL-PETS, BLACKWOOD TABLES, STANDS and MISCELLANEOUS GOODS.

Also

One VICTOR TALKING MACHINE TERMS.—As usual.

F. KIENE,
Auctioneer.

Hongkong, 21st May, 1906. [1113]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zetland Street,

ON FRIDAY AND MONDAY,

the 25th and 26th May, 1906, at 2.30 P.M., RARE OLD PEKIN CURIOS.

On View from Thursday, 24th May.

Catalogues will be issued.

TERMS.—As usual.

F. KIENE,
Auctioneer.

Hongkong, 22nd May, 1906. [1120]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

ON MONDAY,

the 29th May, 1906, at 11 A.M., at ANNY ORD-NANCE STORES, Queen's Road East,

THE FOLLOWING GOVERNMENT STORES

At the Arsenal Yard—

AXLE-TREES, BOLTS and NUTS, IRON SAFFS or PORTABLE MAGAZINES, WHEELS, COPPER SCALES, VICKS, LSATHE STRAPS, OLD BRASS, GUN-METAL, COPPER, WHITE METAL, ZINC STEEL, CAST WROUGHT and PLATED IRON, LEATHER, BLANKETS, TENT DUCK, TARRED and PLAIN CANVAS, ROPE, DOOR-18 BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS and CYLINDERS, PAINT KEGS, PACKING CASES, &c. &c. A large quantity of OLD BRASS.

Also a quantity of Old and part worn CLOTHING.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE.—Cash on delivery. All faults and/or of description at Purchaser's risk on the fall of the hammer.

All lots to be offered within 48 hours.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 21st May, 1906. [1114]

PUBLIC AUCTION.

By Order of the Executors of the Mortgagor.

M. R. GEORGE P. LAMMERT has received instructions to sell by Public Auction.

On WEDNESDAY,

the 30th day of May, 1906, at 8 A.M., at his SALES ROOMS, Duddell Street, the following

VALUABLE LEASEHOLD PROPERTY,

Situated at Victoria in the Colony of Hongkong, namely, all that place or part of ground

situated at Victoria aforesaid, registered in the Land Office as Island Lot No. 796, Area 40,000

square feet or thereabouts: Terms 999 years.

Annual Crown Rent \$324— together with all the messages thereto known as Nos. 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224 and 226, Third Street, Victoria aforesaid.

For further particulars and conditions of sale apply to

S. W. TSO,
Solicitor for the Vendors,

or to

Mr. GEO. P. LAMMERT,
Auctioneer.

Hongkong, 21st May, 1906. [1115]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

FOR ACCOUNT OF THE CONCERNED,

ON THURSDAY,

the 14th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon,

COMPLETE'S CEMENT FACTORY, originally intended to be put up as the

Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Cittadino Antonio Chiajampi with Taijukou, of Saigangwe.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of—

LOCOMOTIVES ... (Wolff, Magdeburg).

MILLING MACHINES ... (Smidt, Copenhagen).

COOLING INSTALLATIONS (At Fabre ...).

ELECTRICAL ... (Allg. Elec. Comp.).

TRUCKS, AC. ... (Orenstein & Koppel).

&c. &c. &c. &c.

All in all the whole plant is very nearly the same as the Factory Kluksdorph, near Malmo, in Sweden.

Specifications of the Machines and Accessories

as well as any further information may be obtained from—

SIEMENS & CO.,

Hamburg and Hongkong, and LAWYER BUBNOFF,

in St. Petersburgh.

Wardill C. Crow.

4 Little, Haas No. 5,

as well as from the Auctioneers, Messrs.

HUGHES & HOUGH,

Hongkong, 1st May, 1906. [1117]

RATES OF EXCHANGE

AT HONGKONG.

DEMAND DRAFTS ON BOMBAY, On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mint to the Free Coinage of Siree.

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF BAR SILVER, from 1899,

and other Useful Information.

PRICE: SI CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

Hongkong, 16th April, 1906.

THE HONGKONG DAILY PRESS. WEDNESDAY, MAY 23RD, 1906.

NOTICE.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zetland Street, ON THURSDAY (WEDNESDAY), the 23rd May, 1906, at 2.30 P.M., A QUANTITY OF FURNITURE, COMPRISING—

BEDSTEADS, WARDROBES, OVER-MANTELS, LEATHER SUITE (Sitting-Room), CHAIRS, DESKS, GLASSWARE, COOKING STOVES, ICEBOXES, CAL-PETS, BLACKWOOD TABLES, STANDS and MISCELLANEOUS GOODS.

Also

One VICTOR TALKING MACHINE TERMS.—As usual.

F. KIENE,
Auctioneer.

Hongkong, 21st May, 1906. [1113]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his SALES ROOMS, No. 2, Zetland Street,

ON FRIDAY AND MONDAY,

the 25th and 26th May, 1906, at 2.30 P.M., RARE OLD PEKIN CURIOS.

On View from Thursday, 24th May.

Catalogues will be issued.

TERMS.—As usual.

F. KIENE,
Auctioneer.

Hongkong, 22nd May, 1906. [1120]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

ON MONDAY,

the 29th May, 1906, at 11 A.M., at ANNY ORD-NANCE STORES, Queen's Road East,

THE FOLLOWING GOVERNMENT STORES

At the Arsenal Yard—

AXLE-TREES, BOLTS and NUTS, IRON SAFFS or PORTABLE MAGAZINES, WHEELS, COPPER SCALES, VICKS, LSATHE STRAPS, OLD BRASS,

S. MOUTRIE
& CO., LTD.
HONGKONG

SHANGHAI TIENTSIN

HAVE JUST RECEIVED SHIPMENT
OF THE

ORCHESTRELLE CO'S.
AERIOLA PIANO
PLAYER.

ESPECIALLY CONSTRUCTED & GUARANTEED
FOR THIS CLIMATE.

The most perfect Piano Player as yet invented.

It has a delicacy of touch only equalled by the World's most famous Pianists and its expression leaves nothing to be desired.

PRICE \$125.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 17th May, 1906.

BANKS

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 186

HEAD OFFICE—LONDON

CAPITAL PAID-UP.....\$200,000

RESERVE LIABILITY OF SHARE

HOLDER.....\$200,000

RESERVE FUND.....\$297,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balance,

On Fixed Deposits for 12 months 4% per cent

" " 6 " 3%

" " 3 " 2%

" " T. P. COCHRANE,
Manager.

Hongkong, 16th May, 1906.

HONGKONG & SHANGHAI BANKING CORPORATION

Paid-up Capital.....\$10,000,000

Reserve Fund.....\$10,000,000

Sterling Reserve.....\$10,000,000

Silver Reserve.....\$10,000,000

Reserve Liability of Proprietors \$10,000,000

Court of Directors:

A. Haupt, Esq.—Chairman.

Mr. G. W. Dickson—Deputy Chairman.

E. Goetz, Esq. N. A. Siebs, Esq.

C. E. Lippmann, Esq. H. R. Shawan

G. H. Medhurst, Esq. H. A. W. Slade, Esq.

D. M. Nissim, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq.

Chief Manager

Hongkong—J. R. M. Smith

Managing Director

Shanghai—J. R. M. Smith

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of Two per cent, per annum on the daily balance.

On Fixed Deposits:

For 3 months, 3% per cent, per annum.

For 6 months, 3½ per cent, per annum.

For 12 months, 4 per cent, per annum.

J. R. M. Smith,
Chief Manager.

Hongkong, 4th April, 1906.

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China

the Philippines Islands and the

Republic of Panama.

CAPITAL AND SURPLUS

AUTHORISED.....\$ Gold \$10,000,000

CAPITAL PAID-UP.....\$ Gold \$3,250,000

RESERVE FUND.....\$ Gold \$3,250,000

HEAD OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND,

LIMITED,

UNION OF LONDON AND SMITH'S BANK,

LIMITED,

BRITISH LINEN COMPANY BANK.

This Corporation issues every description

of Banking and Exchange business, receives

money in Current Account and accepts Fixed

Deposits at the following rates:

For 12 months 4% per cent, per annum.

" " 3 " 2%

" " H. PINCKNEY,
Manager.

Queen's Road, Central,

Hongkong, 29th September, 1905.

THE MERCANTILE BANK OF

INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000

SUBSCRIBED.....\$1,250,000

PAID-UP.....\$50,000

RESERVE FUND.....\$35,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

On Fixed Deposits:

For 12 months.....4%

" 6 " 3%

" 3 " 2%

E. ORMISTON,
Manager.

Hongkong, 28th March, 1906.

BANKS

THE YOKOHAMA SPECIE BANK
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000

CAPITAL PAID-UP.....\$21,000,000

CAPITAL UNCALLED.....\$3,000,000

RESERVE FUND.....\$10,300,000

SPECIAL RESERVE FUND.....\$1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

Kobe Nagasaki

Osaka New York

London Honolulu Bombay

San Francisco Tianjin Newchwuan

Shanghai Peiping Mukden

Dalny Chefoo Tieling

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent
per annum on the daily balance.

On Fixed Deposits for 12 months 5% per cent

" " 6 " 4%

" " 3 " 3%

TAKEO TAKAMICHI,
Manager.

Hongkong, 27th March, 1906. [613]

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)

CAPITAL SUBSCRIBED.....Yen 5,000,000

CAPITAL PAID-UP.....\$2,500,000

HEAD OFFICE: TAPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy Tainan

Anping Tamsui

Foochow Luko

Keelung Yokohama

HONGKONG OFFICE:

3, DES VIEUX ROAD.

Interest allowed on Current Account

Deposits received on terms which may be learned

on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November 1904. [399]

NEDERLANDSCHE HANDELS-
MAATSCHAFFIJN

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND.....FL. 5,000,000 (417,000).

HEAD OFFICE IN AMSTERDAM.

HEAD-Agency: BATAVIA.

Branches—Singapore, Penang, Shanghai,

Hankow, Samarcand, Sourabaya, Cheribon,

Tegal, Pecalong, Pasarsoen, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota

Padja (Achen), Teck-Semawe, (Achen)

Correspondents at Macassar, Bombay,

Colombo, Madras, Pondicherry, Calcutta,

Bangkok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney, New

York, San Francisco, &c. &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

THE ATTACKS ON LORD
KITCHENER

The Bank buys and sells and receives for

collection Bills of Exchange, issues letters of

credit on its Branches and Correspondents in

the East, on the Continent, and in Great

Britain, America, and Australia, and transacts

Banking Business of every description.

INTEREST ALLOWED:

On Current Accounts 2% per annum on daily

balance.

Fixed Deposits 12 months 4½ per annum.

" do. 4% do.

" do. 3 do. 3½ do.

" L. ENGEL, Agent.

Hongkong, 1st March 1906. [526]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is cond

ucted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rule

may be obtained on application.

INTEREST on deposits is allowed at 3

PER CENT. per annum.

Depositors may transfer at their opti

mal balances 5,000 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXE

SHIPPING.

ARRIVALS.
CARL DEDENHORST, German str., 982, H. Schlakker, 22nd May.—Haiphong 18th May and Hanoi 21st, General—Jebson & Co.
HALVARD, Norwegian str., 1,070; Carl Anderson, 21st May—Wuhu 15th May, Rice—Chinese.

LOOMENUS, British str., 1,114, N. Nish, 22nd May—Liverpool and Singapore 17th May, General—Butterfield & Swire.

GERMANY, German str., 3,540, Lorient, 21st May—Hongkong 17th May, Rice—Jebson & Co.

PETRAUCH, German str., 1,252, R. Hatje, 21st May—Saguenay 17th May, Rice & General—Sandor, Wieler & Co.

CROMTHURST, Norwegian str., 1,023, O. Karshusen, 22nd May—Mop 17th May, Coal—Asgard, Thoresen & Co.

PROTECTOR, Danish str., 572, Silverborg, 22nd May—Singapore 13th May—Order.

RHEIN, British str., 1,611, R. Almond, 22nd May—Manila 19th May, General—Shewan, Tomes & Co.

YANGMOR, Korean str., 2,456, N. Nagatsuji, 22nd May—Kuchinotu 17th May, Coal—Mitsui Bussan Kisha.

ZWEEMA, British str., 946, J. Ewart, 22nd May—Samara 13th May, Sugar—Chinese.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
May 22nd.

Hawking, British str., for Swallow.
Hakata, Japanese str., for Singapore.
Halvor, Norwegian str., for Canton.
Italo, German str., for Haiphong.
Nanshi, British str., for Shanghai.

DEPARTURES.

May 22nd.

AMARE, British str., for Calcutta.
CATHERINE ALEX, British str., for Calcutta.
FLINTSHIRE, British str., for Saigon.
JAVA, Austrian str., for Moji.
KWANTUNG, Chinese str., for Shanghai.
KWONGANG, British str., for Canton.
SOLVA, Norwegian str., for Bangkok.
TEAN, British str., for Manila.

SHIPPING REPORTS.

The British str. *Idemone* reports: May 18th passed N.W. Norwegian str. 1200, at Pulo Sipati, bound South.

The British str. *Ziccardi* reports: Moderate wind and fine weather, heavy N.E. swell and strong N.W. wind from 300 miles South of Gap Rock to port.

The Norwegian str. *Halvard* reports: Increasing N.E. wind with falling barometer and heavy increasing S.E. swell was experienced the last 18 hours of the voyage. Lowest barometer 29.50.

The British str. *Banca* reports: From 15th to 19th light winds and fine weather experienced, smooth sea. Barometer normal. From 19th to arrival strong breeze to half gales, heavy and very heavy N.E. swell, overcast, squally. Barometer down to 29.54. Every appearance of proximity of typhoon.

VESSELS IN DOCK.

May 22nd.

ABERDEEN DOCKS.—
KOWLOON DOCKS—Longines, Alta, Huie,
Fookong, Samson.
COSMOPOLITAN DOCK—Lyceum.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship

CHILDAR.

Captain H. Nilson, will be despatched above Port to-day, the 2nd inst., at 10 A.M. For Freight or Passage, apply to

NIPPON YUSEN KAISHA.
Prince's Building,
Hongkong, 22nd May, 1906. 1101

FOR NAGASAKI, VLADIVOSTOK &
NIKOLAJEWSK.

THE Steamship

STANDARD.

Captain Bull, will be despatched for the above Ports to-day, the 2nd inst., at Noon.

The steamer has superior accommodation for Passengers.

HAMBURG-AMERIKA LINIE,
Hongkong Office,

Hongkong, 22nd May, 1906. 1106

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

OCEANIEN.

Captain Conroy, will be despatched for the above Ports on or about MONDAY, 28th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd May, 1906. 1102

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL,
WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG, 1906.

SATSUMA ... 31st May.

SIRK ... 7th June.

WRAY CASTLE ... To follow.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 23rd April, 1906. 787

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

EASTERN.

Captain Powell, will be despatched for the above Ports on SATURDAY, the 2nd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Skilled and a duly qualified Surgeon on board.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th April, 1906. [97]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "l.", midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "n.", together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION

VESSEL'S NAME

PLACE & BERTH

BERTH

CAPTAIN

FOR FREIGHT APPLY TO

TO BE DESPATCHED

ABOUT 23RD INST.

ON 2ND JUNE, AT NOON.

ABOUT 4TH JUNE.

ON 17TH JULY.

ON 31ST JULY.

ON 5TH JUNE.

ON 19TH JUNE.

ON 3RD JULY.

ON 29TH INST., AT 1 P.M.

ON 1ST JUNE.

TODAY, AT NOON.

ON 28TH INST.

ON 8TH JUNE.

ON 24TH JUNE.

ON 29TH JUNE.

ON 12TH JULY.

ON 2ND JUNE.

ON 20TH JUNE.

ON 20TH JULY.

ABOUT 31ST INST.

BEGINNING OF JULY.

TODAY.

ON 30TH INST.

ON 26TH INST.

ON 10TH JUNE.

ON 12TH JUNE.

ON 11TH JUNE, AT NOON.

ON 29TH INST., AT NOON.

ON 30TH INST.

ON 2ND JUNE, AT NOON.

ABOUT 2ND JUNE.

ABOUT 27TH INST.

QUICK DESPATCH.

TODAY, AT NOON.

TO DAY, AT 4 P.M.

TO MORROW.

TODAY, AT 4 P.M.

TO DAY.

ABOUT 23RD INST.

TO MORROW, P.M.

ON 25TH INST.

ABOUT 25TH INST.

ON 31ST INST., AT 11 A.M.

ABOUT 31ST INST.

ON 25TH INST.

ON 28TH INST.

ON 27TH INST., AT 10 A.M.

ON 3RD JUNE, AT 10 A.M.

ON 30TH INST., AT NOON.

ON 21ST INST.

ON 2ND JUNE, AT NOON.

ON 25TH INST.

ON 26TH INST., AT 3 P.M.

ABOUT 26TH INST.

ON 29TH INST., AT 3 P.M.

TODAY.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLY MOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PEDJAHAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CALEDONIEN."

Captain Gregori, will be despatched for MARSEILLES on TUESDAY, the 29th May, 1906.

This Steamer connects at Colombo with the Australasian steamer *Nera*, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "SALAZIE" ... 12th June.

S.S. "OCEANIAN" ... 26th June.

S.S. "TOUREANE" ... 10th July.

S.S. "TONKIN" ... 24th July.

S.S. "ARMAND BERIG" ... 7th Aug.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th May, 1906. [3]

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 23rd May.	
GLASGOW and LIVERPOOL	"AJAX"	On 31st May.	
GLASGOW and LIVERPOOL	"MEMNON"	On 7th June.	
GLASGOW and LIVERPOOL	"STENTOR"	On 17th June.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th June.	
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th June.	
GLASGOW and LIVERPOOL	"PINGSUEY"	On 21st June.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 28th June.	
	HOMEWARDS.		
	STEAMERS	TO SAIL	
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.	
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 18th June.	
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 20th June.	
AMSTERDAM, LONDON and ANTWERP	"AJAX"	On 3rd July.	
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.	
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th July.	
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA, EASTWARD.

FROM	STEAMERS	TO	DUE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS VIA HAMA	"STENTOR"	On 10th June.	
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	On 16th June.	

WESTWARD.

FROM	STEAMERS	TO	DUE

BUTTERFIELD & SWIRE, AGENTS.

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Hongkong, 12th May, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL	
TSINGTAO, WEIHAIWEI, CHEFOO, and TIENTSIN	"KWEICHOW"	On 24th May.	
SHANGHAI	"SHAOISING"	On 25th May.	
CEBU and ILOILO	"KAIFONG"	On 25th May.	
NINGPO and SHANGHAI	"KUOKIANG"	On 26th May.	
NINGPO and SHANGHAI	"YUCHOW"	On 28th May.	
MANILA	"TAMING"	On 29th May.	
MANILA, ZAMBOANGA, PORT DAWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 30th May.	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

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Hongkong, 20th May, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 26th May.
LYRA	4,417	G. V. Williams	On 3rd July.
SHAWMUT	9,606	E. V. Roberts	On 27th July.
TREMONT	9,606	T. W. Garlick	On 22nd August.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw ss. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures safe passage at sea. Electric light in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

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QUEEN'S BUILDING.

Hongkong, 25th April, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO. S.S.	LEAVING	
TAMSUI via SWATOW	"DAIGI MARU"	SUNDAY, 27th May.	
AMOY	S. T. TAKAMI	at 10 A.M.	
TAMSUI via SWATOW	"DALIJIN MARU"	SUNDAY, 3rd June.	
AMOY	SATO	at 10 A.M.	
ANPING via SWATOW	"HAIDIZHU MARU"	WEDNESDAY, 30th May.	
AMOY	MERIBIN	10 A.M.	
+ SHANGHAI via SWATOW, AMOY and FOOCHOW	"SHOSHU MARU"	THURSDAY, 31st May.	
	T. NEMOTO	10 A.M.	
	THE CHARTERED S.S. "TAISHAN"	WEDNESDAY, 23rd May.	
AMOY and FOOCHOW	J. T. LAING	10 A.M.	

These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building. Hongkong, 20th May, 1906.

T. ARIMA, Manager.

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IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES.

1906

PRINZ HEINRICH WEDNESDAY 23rd May

BOON WEDNESDAY 6th June

PREUSSEN WEDNESDAY 20th June

ZIETEN WEDNESDAY 4th July

GNEISENAU WEDNESDAY 18th July

BAYERN WEDNESDAY 1st August

PRINZ REGENT LUFTPOLD WEDNESDAY 13th August

PRINZ EITEL FRIEDRICH WEDNESDAY 29th August

SACSEN WEDNESDAY 12th September

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

to NAPLES, GENOA and GIBRALTAR 261 0 0 12 0 0 22 0 0

return 261 0 0 63 0 0 33 0 0

to SOUTHAMPTON, LONDON, BREMEN and HAMBURG 65 0 0 44 0 0 24 0 0

return 67 0 0 66 0 0 36 0 0

to NEW YORK VIA SUEZ 64 0 0 44 0 0 26 0 0

via NAPLES, GENOA or GIBRALTAR 115 0 0 79 0 0 47 0 0

via BREMEN or SOUTHAMPTON 68 0 0 46 0 0 27 0 0

return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

Tour via INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EUROPE:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

to MANILA 360 0 0 200 0 0 150 0 0

to NEW GUINEA 128 0 0 181 0 0 124 0 0

to BRISBANE 230 0 0 220 0 0 174 0 0

to SYDNEY 233 0 0 233 0 0 175 0 0

to MELBOURNE 234 0 0 224 0 0 174 0 0

to YOKOHAMA 8 50 0 8 60 0 8 40 0 0

to KOBE 85 00 87 00 85 00 return 317 00 312 00

to HONGKONG 10 40 0 10 60 0 10 00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

POST OFFICE NOTICES.

The *Prussian*, with the German mail of the 24th April, left Singapore on Saturday, the 19th inst., at 5 p.m., and may be expected here to-morrow.
The *Oceanie*, with the French mail of the 27th April, left Singapore on Monday, the 1st inst., at 2 p.m., and may be expected here on or about Monday, the 28th inst. This packet brings replies to letters despatched from Hongkong on the 24th March.

On Tuesday, the 29th instant, and Monday, the 4th proxime, being Public Holidays, the Post Office will be opened from 8 till 9 a.m. only.

There will be one delivery and a collection of letters as on Sunday.

All outgoing Mails will be closed at 9 a.m.

The Money Order Office will be entirely closed on both days.

In the event of the arrival of the German Mail from Europe, to-morrow, the Office will remain open for one hour only for the delivery of the mail.

MAILS WILL CLOSE

FOR	PER	DATE
Singapore		Wednesday, 23rd, 10.00 A.M.
Swatow, Amoy and Foochow		Wednesday, 23rd, 10.00 A.M.
Nagasaki, Vladivostock and Nikolaevsk		Wednesday, 23rd, 10.00 A.M.
Iloilo		Wednesday, 23rd, 10.00 A.M.
KEELUNG, SHANGHAI, MIAMI, KORE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)		Wednesday, 23rd, 10.00 A.M.

Europe, &c., India via TUTICORIN
(late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Swatow and Hangkow
Macau
Swatow, Chusan and Pictou
Swatow and Shanghai
Moj, Kobe, Yokohama, Portland and Oregon
Shanghai, Nagasaki, Kobe and Yokohama
Haiphong
Tingting, Weihaiwei, Chefoo and Tientsin
Gatian, Choribon, Samarang, Sourabaya and Minas
Marco
Haiphong
Bangkok

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU AND SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents).

Macau
Shanghai
Ningpo and Shanghai
Manila
Amoy, Manila, Cebu and Iloilo
Moj, Kobe, Yokohama, Victoria, B.C., and Tacloban
Manila
Marco
Singapore, Penang and Calcutta
Shanghai, Moj, Kobe and Yokohama
Ningpo and Shanghai
Menela, Simpson's Fun, Friedrich, Williamson, Herder, Matapi, Brisbane, Sydney and Melbourne

Europe, &c., India via TUTICORIN
(late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Singapore, Penang and Calcutta
Manila
Shanghai, Moj, Kobe, Yokohama, Victoria and Seattle, Wash.
Singapore, Penang and Colombo

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents).

TO-DAY.
Sale, Furniture, Sales Rooms, Mr. F. Kiene, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.
IN LONDON.— May 22nd.
Telegraphic Transfer 21.
Bank Bills, on demand 21.
Bank Bills, at 30 days' sight 21.
Bank Bills, at 4 months' sight 21.
Credit, at 4 months' sight 21.
Documentary Bills, 4 months' sight 21.

PANAMA.—
Bank Bills, on demand 268.
Credit, at 4 months' sight 272.
GERMANY.—
On demand 218.

IN NEW YORK.—
Bank Bills, on demand 514.
Credit, 60 days' sight 522.

IN BOMBAY.—
Telegraphic Transfer 168.
Bank, on demand 139.

CALCUTTA.—
Telegraphic Transfer 168.
Bank, on demand 159.

IN SHANGHAI.—
Bank, at sight 71.
Private, 30 days' sight 72.

ON YOKOHAMA.—On demand 104.
ON MANILA.—On demand 104.

ON SINGAPORE.—On demand 104.

ON BATAVIA.—On demand 128.

ON HAIPHONG.—On demand 31. p.m.

ON SAIGON.—On demand 21. p.m.

ON BANGKOK.—On demand 61.

SOVEREIGN, Bank's Buying Rate 9.40.
GOLD LEAF, 100 fine, per tael 49.60.
BAR SILVER, per oz. 311.

VESSELS EXPECTED.

THE GERMAN MAIL.
The L.G.M. str. *Preussen* left Singapore on Saturday, the 19th inst., at 5 p.m., and may be expected here on or about Thursday, the 24th inst., at 5 a.m.

THE FRENCH MAIL.
The M.M. str. *Oceanie* left Singapore on the 21st inst., at 2 p.m., for this port via Saigon.

THE AMERICAN MAIL.
The P.M. str. *Moruga* sailed from Yokohama on the 17th inst., and is due at this port on the 28th inst.

The P.M. str. *China* sailed from San Francisco on the 5th inst.

The T.K.K. str. *Nippon Maru* sailed from San Francisco on the 10th inst.

STEAMERS PASSED THE CANAL.

April 20th—*Rheineus*, *Heliopolis*, *Kiev*, 24th.

—*Glenesk*, *Kirk*.

27th—*Idomenes*, *Aleinoes*, *Tokina*.

May 1st—*Ambria*, *Patna*, *Preussen*, *Sazona*, *Benavon*, 4th—*Ajax*, *Verona*, *Oceanie*, *Iyo Mora*, *Ehenania*, 8th—*Radnorshire*, *Neb*, *Indra*, *Den of Mains*, *Siranay*, 11th—*China*, *Japan*, *Java*, 15th—*Benedict*, *Macduff*, *Dioned*, *Shimosa*, 18th—*Bingo Maru*, *Parochus*, *Tsurane*, *Kuruk*, *Prinz Eitel Friedrich*.

ARRIVALS AT HOME.

May 18th—*Armand Bebic*, *Silesia* (German), *Prinz Regent Luitpold*.

JOINT STOCK SHARES.

Hongkong, May 22nd.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$206—\$100.

Banks—

Hongkong & Shai. \$125—\$840, sellers

National B. of China. London, £80.15.

A. Shares 25 \$28.

Bell's Asbestos E. A. 12s. 6d. 75, buyers

China-Borneo Co. \$12 161, buyers

China Light & P. Co. \$10 104, buyers

China Provident \$10 99, sellers & sellers

Cotton Mills—

Eng. Co. Ltd. £1s. 72, buyers

Hongkong £1s. 72, sellers

International £1s. 72, 70.

Lion Lung Mow £1s. 72.

Soochee £1s. 72.

Dairy Farm 36 \$16.

Docks and Wharves—

H. & K. Wharf & G. £50 133, sellers

H. & W. Dock £50 162, sellers

New Amoy Dock £63 17, buyers

Shanghai Dock and Eng. Co. Ltd. £1s. 115.

S. & H. Wharf £1s. 274.

Fenwick & Co., Geo. £25 22, sellers

G. Island Cement £1s. 29.

Hongkong & G. Co. £10 176, buyers

Hongkong Electric £10 110, sellers, x. d.

H. L. Tramways £10 233.

Hongkong Hotel Co. £50 130, sellers

Hongkong Ice Co. £22 246, sellers

Hongkong Rope Co. £10 129, sellers

H. K. S. Waterboat £10 41.

Industries—

Canton £60 \$30.

China Fire £60 186, sellers

China Traders £65 110, sellers

Numismat. £60 206, sellers

North China £5 87.

Union £100 \$90, sellers & buy.

Yangtze £60 175.

Land and Building—

Hongkong Land Inv. £107 \$10.

Humphrey's Estate £10 112.

Kowloon Land & B. £80 138.

Shanghai Land £10 119.

West Point Building £50 53.

Mining—

Charbonnages £250 \$400.

Raubs £10 22, buyers

Philippine Co. 10 \$1.

Refineries—

China Sugar £100 170, sellers

Luzon Sugar £100 25.

Steamship Companies—

China and Manilla £25 22, sellers

Douglas Steamship £50 143, sellers & buy.

H. Canton & M. Co. £15 226, sellers

Indo-China S. N. Co. £10 300, sellers

Shell Transport Co. £27 27, sellers

Star Ferry £10 32, buyers

Do. New £5 22, buyers

Shanghai & H. Dyeing £50 60.

South China M. Post £25 22, sellers

Steam Laundry Co. £5 6.

Stores & Dispensaries—

Campbell, M. & Co. £10 32.

Fowler & Co., Wm. £10 104, sellers

Watkins £10 55, sellers

Watson & Co., A. S. £10 134, x. d.

United Asbestos £4 39.

Do. Founders £10 160.

No late fee.

Letters 11.00 A.M.

Tuesday, 29th, 2.00 P.M.

Tuesday, 29th, 3.00 P.M.

Tuesday, 29th, 5.00 P.M.

Wednesday, 30th, 1.00 A.M.

Printed Matter and Samples—

Registration 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration 10.00 A.M.</p